## The Ill-fated Ben Sherrod. FACTS. BY A SUFFERER.

On Sunday morning, the 6th day of May, 1837, the steamboat Ben Sherrod, under the command of Captain Castleman, was preparing to leave the levee at New Orleans. She was thronged with passengers. Many a beautiful and interesting woman that morning was busy in arranging the little things incident to travelling, and they all looked forward with high and certain hope to the end of their journey. Little innocent children played about in the cabin, and would run to the guards now and then, to wonder, in infantine language, at the next boat, or the water, or something else that drew their attention. "Oh, look here. Henry-I don't like that boat Lexington."-" I wish I was going by her," said Henry, musingly. The men too were urgent in their arrangements of the trunks, and getting on board sundry articles which a ten days passage rendered necessary. In

fine all seemed hope, and joy, and certainty. The cabin of the Ben Sherrod was on the upper deck, but narrow in proportion to her build, for she was what is technically called a Tennessee Cotton Boat. To those who have never seen a cotton boat loaded, it is a wondrous sight. The bales are piled up from the lower guards wherever there is a crany until they reach above the second deck, room being merely left for passengers to walk outside the cabin. You have regular alleys left amid the cotton in order to pass about on the first deck. Such is a cotton boat carrying from 1500 to

The Ben's finish and accommodation of the cabin was by no means such as would begin to compare with the regular passenger boats. It being late in the season, and but few large steamers being in port in consequence of the severity of the times, the Ben Sherrod got an undue number of passengers, otherwise she would have been avoided, for her accommodations were not enticing. She had a heavy freight on beard, and several horses and carriages on the forecastle. The build of the Ben Sherrod was heavy-her timbers being of the

The morning was clear and sultry-so much so, that umbrellas were necessary to ward off the sun. It was a curious sight to see the hundreds of citizens hurrying on board to leave letters, and to see them coming away. When a steamboat is going off on the Southern and Western waters, the excitement is fully equal to that attendant upon the departure of a Liverpool packet .-About 10 o'clock A. M. the ill-fated steamer pushed off upon the turbid current of the Mississippi, as a swan upon the waters. In a few minutes she was under weigh, tessing high in air, bright and snowy clouds of steam at every half revolution of her engine. Talk not of your Northern steam boats! A Mississippi steamer of 700 tons burthen, with adequate machinery, is one the sublimities of poetry. For thousands of miles that great body forces its way through a desolate country, against an almost resistless current, and all the evidence you have of the immense power exerted, is brought home to your senses by the everlasting and majestic burst of exertion from her escapement pipe, and the careless stroke of her paddle wheels. In the dead of night, when amid the swamps on either side, your noble vessel winds her upward way-when not a soul is seen on board but the officer on deck-when nought is heard but the clang of the fire doors amid the hoarse coughing of the engine, imagination yields to the vastness of the ideas thus excited in your mind, and if you have a soul that makes you a man, you cannot kelp feeling strongly alive to the mightiness of art in contest with the mightiness of nature. Such a scene, and hundreds such have I realised, with an intensity t'at cantos ue described, always made me a better man than before. I never could tire of the steam boat navigation of the Mississippi.

On Tuesday evening, the 9th of May, 1837, the steam boat Prairie, on her way to St. Louis, bore hard upon the Sherrod. It was necessary for the latter to stop at Fort Adams, during which the Prairie passed her .-Great vexation was manifested by some of the passen gers, that the Prairie should get to Natchez first. This subject formed the theme of conversation for two or three hours, the Captain assuring them that he would beat her any how. The P. airie is a very fast boat, and under equal chances could have beaten the Sherrod. So soon as the business was transacted at Fort Adams, for which she stopped, orders were given to the men to keep up their fires to the extent. It was now a little after 11 P.M. The Captain retired to his birth, with his clothes on, and left the deck in charge of as officer. During the evening, a barrel of whiskey had been turned out, and permission given to the hands to do as they pleased. As may be supposed, they drew upon the barrel quite liberally. It is the custom on all beats to furnish the firemen with liquor, though a difference exists as to the mode. But it is due to the many worthy Captains now on the Mississippi, to state that the practice of furnishing spirits is gradually dying away, and where they are given, it is only done in moderation

As the Sherrod passed on above Fort Adams towards the mouth of the Homochitta, the wood piled up in front of the furnaces several times caught fire, and was once or twice imperfectly extinguished by the drunken hands. It must be understood by those of my readers who have never seen a western steamboat, that the boilers are entirely above the first deck, and that when the fires are well kept up for any length of time, the heat is almost insupportable. Were it not for the draft occasioned by the speed of the boat, it would be very difficult to attend the fires. As the boat was booming along through the water close in shore, for, in ascend ing the river, boats go as close as they can to avoid the current, a negro on the beach called out to the firemen that the wood was on fire. The reply was, "go to hell and mind your own business," from some half intoxicated hand. "Oh, Massa," answered the negro, "if you dont take care, you be in hell before I will." On, on on went the boat at a tremendous rate, quivering and trembling in all her length at every revolution of the wheels. The steam was created so fast, that it continued to escape through the safety-valve, and by its sharp singing, told a tale that every prudent Captain would have perfectly understood. As the vessel rounded the bar that makes off from the Homochi tta, being compelled to stand out into the middle of the river in conse quence, the fire was discovered. It was about 1 o'clock in the morning. A passenger had got up previously, and was standing on the boiler deck, when, to his astoni ment, the fire broke out from the pile of wood. A little presence of mind, and a set of men unintoxicated, could nave saved the boat. The passenger soized a bucket, and was about to plunge it overboard for water, when he found it locked. An instant more and the fire increased in volumes. The captain was now awaked .-He saw that the fire had seized the deck. He ran aft and announced the ill tidings. No sooner were tha words out of his mouth, than the shrieks of mothers, sisters, and babes, resounded through the hitherto silent cabin in the wildest confusion. Men were aroused from their dreaming cots to experience the hot air of approaching fire. The pilot being elevated on the hurricane

deck, at the instant of perceiving the flames, put the head of the boat shoreward. She had scarcely got un der weigh in that direction, than the tiller ropes were burnt asunder. Two miles at least, from the land, the vessel took a shear, and, borne upon by the current, made several revolutions, until she struck off across the river. A bar brought her up for the moment.

The flames had now extended fore and aft. At the first alarm several deck passengers had gotten in the yawl that hung suspended by the Davids. A cabin passenger, endowed with some degree of courage and and presence of mind expostulated with them and did could to save the boat for the ladies. 'Twas use less. One took out his knife and cut away the forward tackle. The next instant and they were all, to the number of twenty or more, launched into the angry waters.

The boat being lowered from the other end filled and was useless. Now came the trying moment. Hundreds leaped from the burning wreck into the waters. Mothers were seen standing on the guards with hair disdung to the side of their mothers and with their tiny hands beat away the burning flames. Sisters calling out to their brothers in unearthly voices-save me. oh save me brother-wives crying to their husbands to save their children in total forgetfulness of themselves, every second or two a desperate plunge of some poovictim falling on the appalled ear,—the dashing to and fro of the horses on the forecastle groaning audibly, for pain of the devouring element-the continued puffing of the engine, for it still continued to go,-the screaming mother who had leaped overboard in the desperation of the moment with her only child,-the flames mounting to the sky with the rapidity of lightning,-shall I ever forget that scene-that hour of horror and alarm? Never, were I to live till the memory shall forget all else that ever came to the senses. The short half hour that separated and plunged into eternity 200 human beings has been so burnt into the memory that even now l think of it more than half the day.

I was swimming to the shore with all my might, endeavoring to sustain a mother and her child. She sank twice, and yet I bere her on. My strength failed me. The babe was nothing-a mere cork. "Go, go," said that brave mother, "save my child, save myshe sunk to raise no more. Nerved by the resolution of that woman, I reached the shore in safety. The babe I saved. Ere I had reached the beach, the Sherrod had swung off the bar, and was slowly floating down, the engine having ceased running. In every direction more awful appearance, the burning wreck now wore. Mothers were seen clinging, with the last hope, to the blazing timbers, and dropping off one by one. The screams had ceased. A sullen silence rested o'er the devoted vessel. The flames became tired of their de-

While I sat dripping and overcome upon the beach, a steam boat, the Columbus, came in sight, and bore for the wreck. It seemed like one last ray of hope gleaming across the dead gloom of that night. Several wretches were saved. And still another, the States man, came in sight. More, more were saved.

A moment to me had only elapsed, when high in the heavens the cinders flew, and the country was lighted all around. Still another boat came booming o was happy that more help had come. After an exchange of words with the Columbus, he continued on his way under full steam. Oh, how my heart sank within me The waves created by his boat sent many a poor mortal to his long, long home. A being by the name of Dougherty was the Captain of that merciless boat .-Long may he be remembered!

My hands were burnt, and now I began to experience severe pain. The scene before me-the loss of my twe sisters and brother, whem I had missed in the confusion, all had steeled my heart. I could not weep-I nothing to me.

Again-another explosion! and the waters closed slowly and sullenly over the scene of disaster, and death. Darkness resumed her sway, and the stillness was only interrupted by the distant efforts of the Columbus and Statesman in their laudable exertions to save human

Captain Castleman lost, I believe, a father and child. Some argue, this is punishment enough. No, it is not. He had the lives of hundreds under his charge. He was careless of his trust, he was guilty of a crime that nothing will ever wipe out. The blood of 200 victims are crying out from the depth of the father of waters for engeance. Neither society nor law will give it. His punishment is yet to come. May I never meet him!

I could tell of scenes of horror that would rouse the indignation of a stoic ; but I have done- As to myself I could tell you much to incite your interest. It was more than three weeks after the occurrence before I ever shed a tear. All the fountains of sympathy had been dried up, and my heart was as the stone. As I lay on my bed the 24th day after, tears, salt tears, came to my relief, and I felt the loss of my sisters and brother more deeply than ever. Peace be to their spirits! they found a watery grave.

In the course of all human events, scenes of misery will occur. But where they arise from sheer carelessss, it requires more than christian fortitude to forgive the being who is in fault. I repeat, may I never meet Captain Castleman or Captain Dougherty!

I shall follow this tale of wo by some strictures on the mode of building steamboats in the west, and show that human life has been jeepardized by the demoniac spirit of speculation, cheating and roguery. The fate of the Ben Sherrod shall be my text.

ments attendant on opening his Hat Warehouse, is now prepared to furnish a superb article of the style now in general use among the genteel community, and possessing the increased value of capacity for more lengthened service, at the standard price, namely, five dollars.

As a guide to those who may favor kim with their patronage, he would present the following rules, which will invariably govern his business.

SCHOOLE Y'S MOUNTAIN MINERAL SPRINGS.

The undersigned, proprietor of the Heath House, would give notice that his establishment was reopened for the reception of company on the lat June inst. The situation of the place—the medicinal qualities of the water, and parity of the mountain air, are matters of such notoriety that it is deemed unnecessary to more than merely allude to them here. It is already known to very many that the establishment is new, spacious, and very comfortable, and that it has become a highly fashionable place of resort. The inducement to visit there the present season is quite equal to any former one. The house is in fine order, the grounds handsomely and pleasantly arranged, and the course heretofore pursued in the accommodations furnished will be strictly observed the present season. It is hoped that this establishment, so highly favored by the public hitherto, will continue to attract to it not only those who have before visited it, but also many others who are seeking a pleasant retrent during the hot months of July and August. The prices for board will be in strict accordance with the value of money and the state of the times. The undersigned presumes not to exercise any exclusive right to the mineral water, but world assure the public that it, as well as the air, are free to be used by all those who may be pleased to visit the place.

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BELMONT HALL—SCHOOLEY'S MOUNTAIN MINERAL SPRINGS, NEW JERSEY.—The subscriber would respectfully inform his friends and the public that he has just reopened this establishment.

Belmont Hall has been improved by a splendid piazza, warm and csld baths, and various games and amusements, and the proprietor piedges himself that no pains shall be sparred to render Belmont Hall a most desirable retreat both to invalids and parties of pleasure. The route is a very pleasant one. The stage leaves the foot of Courtlands street every morning at 7 o'clock, A. M., and arrives at Belmont at 4 o'clock same day.

The subscriber is proprietor of the Mineral Sp

to, on application to

J. NEALE, Engraver and Printer,
6 John st., 3 doors from Broadway.

N. B. Tradesmen and country merchants are invited to cal
nd see specimens previous to making their purchases.
jel9-lm

siablishment the last three years.

Military companies on target excursions can be accommodated with dinners as usual.

Dinners served on Sundays at the return of the 12½ o'clock oat. Tipe of going and returning as follows:—

From New York—6½, 10½, 2½, and 6½ o'clock.

From Fort Lee and Bull's Ferry—8, 12½, and 5 o'clock, Sundays—Leaves New York at 7½, 10, 12½, and 2½ o'clock, for Bull's Ferry only.



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Sasauel Thompson,
Isaue Bronson,
Peter Remsen,
Stephen Warren,
James Kent,
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P. G. Stuyvesant,
Stephen Whitney,
John Mason,

WM. BARD, Prsiedent-E. A NICOLL, Secretary.
Dr. D. ATKINS, Physician to the Company. BOOTS -BOOTS - BOOTS -ALS. & J. WALKER'S Shoes, would do well to call at WALKER'S, 20 Canal street, the second shoe store from Greenwich street, where may be found Boots and Shoes, greater in quantity, better quality, and lower in price than can be found in any other establishment it this city. Only call at 230 Canal st.

Tr Country merchants supplied by the package or dozen. je30-1m<sup>2</sup>

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CHAMPAIGNE WINE &c.—130 baskets "Joly"
Champaign received via London; 200 cases wines, consisting of fine and middling quasities, madeira, sherry, port and claret. Also, London brown stout and porter, received per bark Egyptian. Also, potter and ale put up for exportation, and champaigne cidar believed to surpass in flavor and excellence any bottled in this city. For sale at moderate prices by THOMAS MEANS, 31 Water street, one dose east of Old slig.

N. B. Wines bottled to order.

A CARD TO THE PUBLIC.—WM. RILL'S insimitable style of Hair Cutting, No. 36 Pearl st., up stairs.—For fear of any wrong impression the public may labor under, the sabscriber respectfolly inform them he has never belonged to the combination of Hair dressers. Shaving 61-4 cents.

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page.

T MORRISON'S PILLS—The genuine Hygeian Universal Medicine of the British College of Health. Packets from 25 cents to \$3. Sold at MRS. KING'S Old Stand, 128-y

141 Fulton street, uear Broadway.

DUTCH BUTT ER .- 80 kegs for sale by HARTMAN & BIRDSALL, Brokers and Commission Merchants, 50 & 52 Water street.

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SALT.—1500 Sacks Stavia; 100 tens coarse. Apply at 35Pearl street.

DOUGLASS ROBINSON & CO.

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NOTICE TO NEW YEAR PARTIES.—J. C. DECKER
wishes to inform his friends and the public that he has just
received a fresh supply of first rate OYSTERS, and ready to
serve them Fried, Stewed, Rousted, and Pickled, on the most
tiberal terms, at the shortest notice.
Please apply at 136 Fulton street.

PASHIONABLE HATS, at COUPLAND k CO.S, 25 Bowery, east side, four doors south or Bayard st. Single lats at wholesale prices. Drab and black plain Hats and every article in the line—none jel9-Im

TREVALL, STODDART & CO., No. 14
Courtlandt street, beg to inform the trade that they have
removed from No. 6 Courtlandt street to the above large
and elegant new store, where they have on hand, and are contantly receiving, fresh supplies of Hatters' Plush and Trimnings.

Also, tancy control Flants, cill sell on accommodating terms.

Hats, Caps, Stocks, and Stock Frames, at wholesale. s12-y

will sell on accommodating terms.

Hats, Caps, Stocks, and Stock Frames, at wholesale. s12-y

BROWN & CO.'S ONE PRIAE HAT

STORE.—The subscribers, since the year 1224, have
saimed at furnishing the public with an elegant and substantial HAT of the most graceful form, at the accommodating
price of \$3. They can now say that their efforts have bees
crowned with triumphant success. The Hats masufactured
by them during the last three months, surpass in beauty and
finish any heretotore offered, and stand pre-eminent among
those of higher prices, worn by the fashionable world. To their
patrons they would say—the quality, as far as may be, is uniform—the price moderate and fixed—the profit small, and all
the sales for cash. 173 C'atham Square, cor. Matt st.
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FROM A JUST RESPONSIBILITY I
SHALL NEVER SHRINK.—In consequence of the
present emergency of the times, the subscriber offers
for sale the first quality of satin beaver HATS at \$3,
the same kind generally sold by me at \$4. In order to
make these Hats do justice, there shall be no pains or exertions
spared on my part. GEO. P. H. BROWN, 185 Hudson st.

FOR SALE.—A Country Seat in the village of White
Plains, Westchester county, New York. The
desirable country seat, situate in the village of White
Plains, Westchester county, 27 miles from New York city, with
an acre of land, on which is a two story house, 32 by 40 feet,
built within the last year, and completely finished throughout
with a piazza in front. On the first floor are four rooms, ali
finished with fire places, and a hall through the full depth of the
house. On the second story are five roems, two of which are
finished with fire places, and a large garret. On the premises is
a good barn and other out-buildings, and a good well of water.

The whole is enclosed with a good picket fence.

For further particulars respecting the above property, apply
to John Mead, or Palmer & Fisher, at White Plains, or James
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HOUSE TO LET, OR FOR SALE .- The new HOUSE TO LET, OR FOR SALE.—The new modern built three story house in 5th st. a few doors east of Broadway, being the middle of the three houses just finished. This house is finished in the best manner, with a lithe modern improvements, and possession can be had immediately. Apply to

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THE CLERK'S GUIDE; OR, COMMERCIAL CORRESPONDENCE—Comprising letters of introduction, letters of credit and general business, with forms for Bills, Invoices, Bill Parcels, Bills of Exchange, Account Sales, Equation of Payments, an Explanation of Commercial Terms, and Advice to young Merchants and Tradesmen, with regard to the general management of business; by B. F. Foster, Principal of the New York Commercial School; author of a Treatise on Book-Keeping, &c., 1 vol. 12mo. pp. 258. Just published and for sale by

N'ecable to all as a book of reference and instruction.

R'MOVAL.—DOCTOR JACKSON has removed his Medicated Vapor Baths from No. 189 to 209 Bowery, where he has baths ready for visitors at five minutes' notice, from 5 o'clock, A. M. to 11 o'clock, P. M. An intelligent female, who has had three years' experience in the business, in constant attendance on the ladies' apartment. Genteel furnished apartments, and board, with good nurses, provided for invalids who may wish to put themselves under the medical treatment of Dr. Jackson and the Medicated Vapor Baths.

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A. C.A. D.—B. JACKSON has added to its Patent Veneral Control of the second of the patent Veneral Control of the Patent Vene

A CARD.—BR. JACKSON has added to its Patent Vegetable Medicated Vapor Bath Establishment, at 200 Bowery, genteelly furnished apartments and board, with the best of nurses, provided for invalids who may wish to put themselves under his medical treatment and his Medicated Vapour Baths.

WHOLE SALE CANDY STORE, 131 Witham street.—The subscriber is now opening a fresh assortment of Candy, which he will sell, wholesale and retail, at the lowest market prices. Persons wishing to buy to sell again will find it decidedly to their advantage to call. Goods will be packed and sent to any part of the country.

H. GREGORY

ed and sent to any part of the country.

28 tf

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RENCH LANGUAGE—(CONVERSATIONAL

SYSTEM.)—A class of Ladies meet in the afternoon, and
a class of gentlemen in the evening, at the residence of Professor Barber, 155 Chambers st. An easy introduction into this language is offered to those who may join either of these classes. Apply to Dr. BARBER, who gives lessons in Elocation at the same place, or to

D. C. UNDERHILL,

Teacher and Translator of the French, Spanish, and je25-lim\*

Italian Languages, \$2 Morton st.

P. F. MALS & CO., COEFFEURS DE PARIS, 5e

Nassau street, corner of Maiden Lane. Having lately arrived from Paris, beg most respectfully to announce to the indies especially, that they wiff still continue to follow their profession as Ladies' Hair Dressers. Likewise; that every attention and punctuality to those ladies who may favor them with their commands. Also, that they will have the latest fashions from Paris. P. F. Maes baving had a silver medal awarded to him by the French Academy for ladies' hair dressing.

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VISITING CARDS, VISITING CARDS.-Plain writing, the Italian and fancy hands, printed on PO LISHED GERMAN PORCELAIN CARD, may be procured Proadway, at Stout's EN

be seen.
Also—SILVER PLATED DOOR & NUMBER PLATES—
the plating of which is unusually thick, the silver being expressy rolled for the advertiser.
MERCHANT'S COMMISSION CARDS, executed with

LETTER STAMPS, CONSULAR AND NOTARIAL SEALS.

BRASS DOOR PLATES AND KNOCKERS, with baked jet black edges, enamelled, and capable of receiving the highest polish.

LIF. GAN \* DIRESS BOOTS.—RICHARDS AND LIF. GAN \* DIRESS BOOTS. MORE WEAR, at Nos. 228 and 232 Canal street, where the largest, most splendid and fishinable assortment may be had, and where the nimble sixpence passes for the slow shilling! where the largest and by far the most elegant assortment of Gentlemen's Summer Dress Boots made of fine light sealskin, morocco, and caliskin, price only \$2.50 to \$5.00 the pair, warranted superior to any in the city for the price Don't mistake our Stores, for the Nos. (228 and 232 Canal street) is exactly over the doors.

je23-ln\* RICHARDS & WALKER, 228 and 232 Canal st.

DAPE: HANGINGS—DONCOURT & STAMMERS

beg leace respectfully to call the attention of their friends and the public generally, to the new and elegant assortment of goods just received and opening at their new store, No. 358 Pearl street, between Frankfert and Hague streets. Consumers and dealers will find, at their establishment, advantages nowhere else to be met with, in addition to their entire new stock of greens.

DENTISTRY.

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DENTISTRY.

And Manufacturer of Incorruptible Teeth, No. 1834 Spring st. out of McDougal.

N. B. Dr. C.'s charges are very moderate, and his Incorruptible Teeth are really splendid. RUSHTON & ASPINWALL, 85 William stree

Loffer for sale:
Jujube Paste, in 50 and 100 lb. boxes, very superior
Robinson's patent Barley and Groats, fresh and just received
Tartaric Acid, in 50 lb. boxes
Super Carbonate of Soda, in 30 lb. jars and 100 lb. kegs
Edes Odoriferous Campound, in boxes and bottles
Also, Swaim's Panacea, at manufacturers' prices.

HERDMAN & KEENAN'S

4

ESTABLISHED EMIGRANT PACKET OFFICES. For cabin and steerage passengers to and from Great Britain and Ireland, via Liverpool weekly communication, 106 south st. Residents in the United States and Canada wisking to send for their friends residing in Great Britain or Ireland, can always be accommodated on very moderate terms, per weekly opportunities, via Liverpool.

The proprietors having made additional arrangements for the despatch of extra vessels, beg to state to their numerous friends and the public, that in selecting this line they will avoid the numecessary octention and expense so much companised of and may rest assured that all the agents in the United K.n. dom, as well as this side of the Atlantic, will use the best efform or ender despatch and comfort to all passengers who may be engaged here, and their friends who may embark in company with them; and in all cases where the "assengers do not come, their money will be refunded to the, ersons from when it was solicy."

Ships will be despatched from Liverpool for the different ports, as follows:—for New York, weekly, for Rogan Phila-

Eessrs. Sherlock & Adlington, No. 6 Waterloo Road, and No.
31 Chappel st. Liverpool,

Messrs. John Dickson & Co., Waring st., Belfast.
Mr. M. Sherlock, No. 3 Eden, Quay, Dublin.
Wm. Donoghue, William st., Londonderry.
James Bellew, Drogheda.
Patrick McMoilen, Castle st., Newry.
J. Callaghan, Lawrence Town, near Balkinasloe,
Edward Sherlock, Castlepellard.
Thos. Higgins, Ballymahon
Jas. Dugan, Articliff, near Coleraine.
Michael McGinty, Drumlish, county Longford.
John Brady, Bally, Jas. Duff, county Cavas.
Wm. Scraggs, Cork.
Jas. Cochran, Sligo.
Daniel Hughes, Waterford.
Hugh Shields, Clones, county Mossakan.

SCOTLAND.
Mr. Anderson, No. 15 Turner's Court, Glasgow
David Foster, Annan.
D. McDougrald, Inverness.
Robt, McNeil, Newtown Stewart.

HERDMAN & KEENAN,

My30-Im

PASSAGE FOR LIVERPOOL—(First ship)—To sail for Liverpool on the 12th July, the very fine first class coppered and copper fastened ship Altween decks, and is decidedly one of the finest ships now in port for the comiertable accommodation of passengers. Such as may be proceeding, will promote the ir own interest by selecting this well chosen conveyance. Price of passage moderate.

Draftson the A. & C. Bank of Ireland, with the convenience

Drafts on the A. & C. Bank of Ireland, with the convenience of sovereigns; and Bank of England notes, for which apply at 105 South street. ROCHE, BROTHERS & CO. 14-2w\*

PASSAGE FOR LIVERPOOL.

The packet ship POWHATTAN, laying at Dover wharf, will be promptly despatched, and can very consportably take a few cabin and steerage passengers. This opportunity presents, in paint of speed and safety, a conveyance second to none.

Drafts as usual on the Bank of Ireland, and Rebinson & Co. Dublin; on Liverpool, Robinson Brothers, Bankers. Apply a 334 Pearl street, N. T.

DOUGLAS ROBINSON & CO.

PASSAGE FOR LIVERPOOL.—OLD dating a few respectable steerage passengers by the mail packet departing hence on her appointed day, the first of June.

Drafts, as usual, on the Robinson Co. No. 7 Edwards.

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FREIGHT AND PASSAGE FROM
LIVERPOOL, always can be secured in weekly opportunities by the Robinsons Line. The new ships
ill belaving Liverpool on the 1st and 8th August, both fine
conveyances for freight and passage.

Drafts, as usual, on the Robinson Brothers, bankers, Liverpool, the Robinson Co.1 and the Bank of Ireland, Dublita Apply or address 334 Pearl street.

Je21-tf DOUGLASROBINSON & CO.

FOR ALBANY.

FOR ALBANY.

From the foot of Barclay Street. The
ERIE, Tuesday, Thursday and Saturday

morning, at 7 o'clock

The N. AMERICA this afternoon at 5 o'clock.

NOTICE.—All goods, freight, baggage, bank bills, specie, or any other kind of property, taken, shipped, or put on board the boats of this line, must be at the risk of the owners of such goods, freight, baggage, &c.

FOR HARTFORD. FOR HARTFORD.
From Peck Slip, E. R. The steamboat tomorrow (Saturday) afterneon, at 7 o'clock.
Fare to New London, \$2. Stages will leave Lyne (Bacon's Landing,) for New London, immediately on the arrival of the Cleopatra.

Landing,) for New London, infinediately on the arrivator of the Cleopatra.

LT Positively no freight received after 34 o'clock. For further information, inquire on board, or of

FOR SAG HARBOR.—The new and elegant steamboat
CLIFTON having taken her place on this route, passengers for
Sag Harbor will leave New York every Tuesday, Thursday,
and Saturday afternoon, in the CLEOPATRA, and intersect
the Clifton at Saybrook without delay, commencing on Tuesday. June 6th. Fare \$2.

"The Day Line for Hartford will commence on Monday next
July 18th. The Cleopatra leaving New York Tuesday, Thursday and Saturday Mornings at 6 o'clock."

D. B. ALLEN, 169 South at.

N. B.—All persons are forbid trusting any one on account of
the above boat or owners.

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ALL ROAD LINE FOR BOS TON, VIA NEWPORT AND PROVAL DENCE.—The steamboat LEXINGTON, Gaptain Vanderbilt, will leave from Pier No. 3 N. R. foot of Morris st, on Friday afternoon, July 7, at 5 o'clock.

Passengers for Boston will be forwarded in the rail road cars immediately on the arrival of the LEXINGTON.

Freight for Boston forwarded without delay.

For further information inquire on board, or of principles of the provided of the company of

the above boat or owners.

FOR PEEKSKILL, VERPLANK'S, Crugger's Landing, Croton, Sing,
Hastings, and Yonkers.
The steamboat ORANGE, Capt. Frost, will leave New York
from the foot of Chambers st., Tuesdays, Thursdays, and Saturdays, at 11 o'clock, A. M.,
Leaves Peekskill for New York, Mondays, Wednesdays,
and Fridays, at 11 o'clock, A. M., landing at the old state prison wharf.
For passage apply to the captain on board, or at Messrs.
Crook & Fowks, corner of West and Liberty sts.

Jezi-lin

LONG ISLAND RAIL ROAD.

On and after this date, the Cars will run as follows,

some bowers, and from his whole life having been devoted to the Confectionary business, is prepared to serve up every article in the line in the best possible style.

N. R. Parties giving orders may rely upon his best exertions to please, and trusts they shall not be disappointed. Ice Cream carefully prepared

Any part of the city. jee-lim

REMOVAL.—W. A. ANDROSS & CO. Same Beaver Bonnet Warehouse, 164 Broadway, removed to sent door without lining, for the millinery trade.

PHOLLEY, Real Estate and General Agency Discentification of the city of at No. 7 Carmine street, in the city of New York, will meet every attention the application requires.

Conveyancing of every description executed at the shortest socioe.